

MINUTES OF THE MEETING

05 October 2000

Projects Reviewed

Convened: 8:30am

Parks Development and Levy Implementation

Camp Long Comfort Station

Center City Open Space Strategy

Street Vacation/ Unique Objects IDT

Woodland Park Zoo

Jaguar Exhibit

Hyena Exhibit

Historic Carousel

Aurora at Galer Pedestrian Overpass

Regrade Park

Adjourned: 4:30pm

Commissioners Present

Rick Sundberg

Ralph Cipriani

Jack Mackie

Cary Moon

Tory Laughlin Taylor

Donald Royse

Staff Present

Layne Cubell

Brad Gassman

Sally MacGregor

05 Oct 2000 Project: **Parks Development and Levy Implementation**

Phase: Briefing

Presenters: Ken Bounds, Department of Parks and Recreation (DOPAR)
Robin Kordik, Department of Parks and Recreation (DOPAR)

Attendees: Jan Oscherwitz, City Budget Office
Helen Welborn, City Budget Office
Woody Wilkinson, DOPAR

Time: 1 hour (SDC Ref. # 169 | DC00002)

Action: The Commission appreciates the briefing and looks forward to future updates.

A representative from the Department of Parks and Recreation (DOPAR) presented an update of City Council's proposed Pro-Parks program which will go to the voters as a ballot measure next month. DOPAR has many long-term goals and mechanisms to acquire new parks and open spaces, and has investigated opportunities to obtain additional private funding to supplement the existing budget. DOPAR is committed to complementing the City's existing greenbelt, and filling the City's current gaps and needs for green space. Through neighborhood plans, DOPAR has identified additional need for playfields and trails. Additionally, DOPAR hopes to implement environmental stewardship through educational programs and the improvement of vegetation maintenance programs. DOPAR also plans to increase the maintenance frequency of the public restrooms, as well as routine park maintenance.

DOPAR also presented the status of implementation of The 1999 Community Center Levy. Currently, nine Community Centers have been authorized, in addition to two Neighborhood Centers. DOPAR has employed the services of Pacific Rim Resources to develop a public communication plan and facilitate meetings and community outreach. DOPAR would like to encourage the engagement of the Seattle Design Commission in this proactive, public approach. There are currently three subcommittees that have been convened to investigate different parameters of the Community Center Levy. The first subcommittee will develop sustainable construction and design standards. Another subcommittee will define budget and management policies, while the final subcommittee will develop a framework for public involvement. DOPAR defined the scope of some of the current Community Center projects. The International District is an example of the complicated desire to co-locate a community center with a library and housing. Belltown does not currently have recreational space; there is only a meeting space within an existing building.

Key Commissioner Comments and Concerns

- Would like to know the typical size of the acquisition projects DOPAR anticipates.
 - Proponents stated that the areas are typically small, such as the quarter blocks surrounding the abandoned City Light sub-stations and other small spaces that characterize "pocket parks."
- Would like to know if DOPAR would acquire these sites in a clean state, and how many of these sites DOPAR hopes to obtain.
 - Proponents stated that the sites would be clean, and DOPAR hopes to obtain six sub-station sites; many are identified in neighborhood plans as opportunities for neighborhood development.

- Recognizing that downtown parks currently face new stresses and uses, would like to know if DOPAR has developed a philosophy to address these new conditions.
 - Proponents agreed that there is a need for green, open space downtown. Further stated that DOPAR hopes to work with CityDesign and Project for Public Spaces to address these stresses and needs.
- Believes that there is an opportunity to develop the waterfront as an urban open space, and would like to know how the proponents plan to address the uses along the water and if there is a possibility to develop the Washington Street Landing as a park.
 - Proponents stated that the City owns the dock only, and Port of Seattle and Washington State Department of Transportation (which provides the ferry service) would need to be involved in that discussion.
- Would like to know if DOPAR will provide further support and management for the maintenance of the parks.
 - Proponents stated that DOPAR hopes to develop a way to implement efficiency, collaboration, and communication to maintain the City's green spaces.
- Would like to know if DOPAR hopes to supplement the funds for the Seattle Aquarium open space.
 - Proponents stated that proposed funding for the aquarium consists only of the amount that is currently required to maintain the aquarium, its pilings, tanks, and water systems.
- Would like to know if DOPAR is working with other departments to define the conjunction of non-compatible programs that might arise with the co-location of community centers.
 - Proponents stated that DOPAR considers the co-location an issue, rather than a problem. For example, Ravenna SHA Senior Housing sponsors an afterschool program for youth as well. Further stated that DOPAR has investigated the issue of peak parking demands and is working with the Office of Housing to examine program overlay issues.

05 Oct 2000 Project: **Camp Long Comfort Station**
 Phase: Schematic
 Presenters: Eric Anderson, Makers
 Tim Baranski, Department of Parks and Recreation (DOPAR)
 Attendees: Robin Kordik, DOPAR
 Woody Wilkinson, DOPAR

Time: .5 hour (SDC Ref. # 169 | DC00189)

Actions: The Commission approves the schematic design of the Camp Long Comfort Station;

- **Supports the contextual fit of the project, evidenced in its siting, stylistic details, and materials; and**
- **does not need to see the project during design development.**

The proposed Camp Long Comfort Station will replace an existing comfort station in Camp Long, an outdoor camp for children within Seattle; Longfellow Creek also runs through the camp. Camp Long is open year-round and the primary visitors to the park are children, typically aged five to eleven, with parents. Large school and youth groups come at a single time, and the camp can accommodate children with disabilities. The proposed station, which would be located upon the same footprint as the existing station, under a canopy of trees, will serve fifteen nearby cabins. The building plan will be symmetrical, with two showers with radiant-heated water, on each side. The comfort station will also contain restrooms, and the building will be detailed to include natural ventilation and daylighting. The design vocabulary of the building will complement the Camp Long main house, with a steeply pitched roof, large gables and eaves, and the materials will include smooth face and double scored, warm, natural gray CMU with dark wood trim and a steel roof. The design also includes high windows to provide visual privacy.

Key Commissioner Comments and Concerns

- Would like to know if any site work is planned, to encourage the use of gathering spaces.
 - Proponents stated that the scope of this project primarily includes replacing the existing facilities, and the project is mainly utilitarian, because there are gathering spaces elsewhere. The site includes native vegetation, and will not be changed.
- Would like to know if the team considered siting the building elsewhere, rather than retaining the existing site.
 - Proponents stated that this site contains the utility connections needed for this type of facility, and the site is central, in relation to the nearby cabins. Further stated that there are ADA accessible paths from cabins, to this comfort station.
- Would like to know if there will be temporary accommodations for campers, to be used during demolition and construction.
 - Proponents stated that completion of construction should be in March, and construction will take place during the lowest use time period. Further stated that campers will be able to use the facility across the valley in the interim.

05 Oct 2000 Project: **Center City Open Space Strategy**
 Phase: Briefing
 Presenter: Robert Scully, CityDesign
 Attendees: John Eskelin, Department of Neighborhoods, (DON)
 Marilynne Gardner, City Budget Office
 Ethan Melone, Strategic Planning Office (SPO)
 Time: .5 hour (SDC Ref. # 220 | DC00046)

Action: The Commission appreciates the briefing and looks forward to future updates.

The Center City Open Space Strategy is a CityDesign project to create a comprehensive open space system as part of a larger *Connections and Places: A Center City Urban Design Strategy* to be implemented over the next ten years. The Center City Urban Design Forum clearly confirmed a need for a comprehensive and strategic open space strategy that would also address the waterfront, the urban ecosystem, and public art. This strategic effort will be lead by CityDesign, and will include staff from the Department of Parks and Recreation, the Strategic Planing Office, Seattle Public Utilities, Seattle Arts Commission, Seattle Center, and others. This Open Space Strategy will identify opportunities for future public and private open spaces, and recognizes projects that are currently being planned, such as the Olympic Sculpture Park, South Lake Union Park, the Potlatch Trail, the Green Streets program, and others. There is support and interest expressed by the Downtown District Council and local community developers. Possible funding sources for this project include the Department of Neighborhoods Opportunity Fund, and the Strategic Planning Office. The Strategic Planning Office is also conducting the downtown Open Space Analysis. The scope of work for the Open Space Strategy will be completed shortly, and the team will be issuing a Request For Proposals from consultants in November.

Key Commissioner Comments and Concerns

- Is confident that the Center City Open Space Strategy contains many great ideas, but would like to know what makes this document more than a plan. Hopes that this serves as a dynamic document to provoke interest and excite people to implement the ideas.
 - Proponents stated that there are many examples of continuing projects that support this project, including the Green Streets project. Further stated that Waterfront Stakeholders Group will be convened by Seattle Public Utilities. Further stated that CityDesign would be working with different communities throughout the progress of the project; recognizing that there are many projects underway, the Open Space Strategy would combine the many efforts to realize the ultimate goal. Further stated that there are many interested neighborhood members and developers who need some direction to focus their efforts.
- Feels that the Open Space Strategy outlines a common set of goals that will be realized once implementation is ready.
- Realizes that the Open Space Strategy is a creative process that must remain ahead of the critical activities to fill this broad and unusual role, which is difficult to address in a document.
- Believes that the results should be a visible product, and a document is not a product.
 - Proponents stated that this is a lateral process, rather than linear, with continuing

projects.

- Would like to know the way in which the team will include urban design and landscape design expertise.
 - Proponents stated that CityDesign will coordinate the consultants, members of many City departments, and an advisory council.
- Would like to know if the Open Space Strategy will include changes to policy to recommend and provide incentive for these changes.
 - Proponents stated that the team will work with Strategic Planning Office and the Department of Parks and Recreation to do this.
- Would like the team to think in non-traditional ways. Believes that there are common misperceptions that open spaces require large amounts of money, and that there is an opportunity to change the use of impervious surfaces for automobiles to be used as open space.

05 Oct 2000 Project: **Street Vacation/ Unique Objects IDT**

Phase: Briefing

Presenters: Beverly Barnett, Seattle Transportation, (SeaTran)
Layne Cubell, CityDesign

Attendees: John Eskelin, Department of Neighborhoods (DON)
Marilynne Gardner, City Budget Office
Ethan Melone, Strategic Planning Office (SPO)

Time: .75 hour (SDC Ref. # 220 | DC00166)

Action: The Commission appreciates the briefing and future status reports on the IDT would be appreciated.

Representatives from CityDesign and Seattle Transportation (SeaTran) presented some of the observations and goals of the Street Vacation/ Unique Objects Inter-Departmental Team (IDT), which has been convened to address several related items on the Council workplan this year, and to clarify issues and permitting processes for street vacations and unique objects in the right of way.

A street vacation means the City, as a trustee for the public interest, extinguishes the right to public use of streets and easements for public purposes, and converts them to private use. City agencies evaluate and assess the vacation requests against policies to determine how the vacation would affect the function of the street and its primary existing utility purposes, the general development pattern of the city, and to ensure that light, air, and views are maintained. Street vacations may also affect building scale. For SeaTran to grant a street vacation, the proponents must exhibit the public benefits that they will provide through the street vacation. SeaTran and other City staff are concerned that current policy language does not fully describe public benefit qualifications. SeaTran appreciates the invaluable role the Design Commission plays in assessing street vacations, while City Council ultimately retains the power to approve a street vacation.

The IDT has been meeting regularly since mid-summer, and focuses on different issues affecting street vacations in four work groups: public benefit and design assessment, the vacation process and timing issues, the collection of fees, and unique objects in the Right of Way (ROW). The public benefit group has recognized the need for better physical descriptions of public benefit within the policy and possibly zone specific definitions of public benefit. The process and timing group has determined that the City process for vacations is somewhat unpredictable, and that the coordination between departments is not always consistent, particularly the interaction between the Department of Design Construction and Land Use (DCLU) and SeaTran vacation staff. The IDT recognizes that the role of the Design Commission is very unclear and is often compromised in the lengthy vacation process. The IDT has examined the fees involved in a vacation, which include a petition fee that pays for the basic processing by SeaTran and many other fees, and feels that the fees should reflect the work required, but should not be increased to a degree that SeaTran would feel obligated to grant the vacation. Unique objects include bus shelters, automated public toilets, community kiosks, benches, and artwork, and that group is reassessing existing policies as well. Currently, the role of the Commission, in the review of unique objects, is not codified.

Key Commissioner Comments and Concerns

- Recognizing that many alley vacations are justified by proponents as a mitigation of poor existing conditions, would like the representatives to clarify the policy statements to say that mitigation in itself cannot be considered a public benefit.
 - SeaTran does not assume that taking an alley is an adverse impact, SeaTran examines what the adverse impacts are if the alley is gone. If the alley is surplus, maybe there are not adverse impacts from the loss of the alley. Further stated that if there are adverse impacts, SeaTran questions how the proponents moderate a building façade, and recognize that an alley would typically break down the scale of the building mass, or address the traffic impact of the vacation. This type of mitigation would not provide the public benefit.
- Would like these issues to be clarified for project proponents. Feels that generally, closing an alley is an adverse affect, even though the alley might not be used a thousand times a day.
 - Presenters stated that this is one of the difficulties of measuring public benefit. There are amenities required by the Land Use Code, there are design changes and benefits to mitigate bulk and scale. If there is an entry plaza required by code or used for development credits under the Land Use Code, SeaTran must recognize when these can be combined and become sufficient enough to consider a benefit for the street vacation policy.
- Recognizing that SeaTran is trying to achieve a broader purpose by maintaining the street ROW, feels that the City Council should have a strategic, aggregate vision. Feels that even if a project proponents provide public benefit, the city is losing, over time, the purpose of the alleys and the street grid. Feels that this erosion of the street grid, in the long term, could not be equal to all the benefits provided by the street vacations. Does not believe that vacations should be considered a one for one trade.
 - Presenters stated that SeaTran examines the individual impact, each time any individual vacation is proposed.
- Recognizes that “superblocks” have been created in every city. Feels that each block, individually, did not have a significant impact, but each “superblock” affects the ability to circulate around a city.
 - Presenters recognized that City Council typically has a discrete project in mind when reviewing a vacation. Further stated that there should be a mapping element to complement a report or summary of important issues.
- Believes that project proponents should present many blocks in every direction from the proposed project, at a large scale, when requesting a vacation.
 - Presenters agreed and further stated that project proponents must provide a traffic impact analysis, which is circulation based, explaining the implications of the removal of the service corridor.
- Feels that the “superblocks” take away the flexibility of the street grid.
- Believes that there should be a method, through the DCLU permitting process, to provide some teeth to the recommendations of the Design Commission.
 - Presenters agreed and stated that there should be a system to educate City staff to

become more aware of the land use issues at stake to better coordinate the efforts of all departments.

- Realizes that there is a vacation fee, based on one-half of the appraised value of the land, but would like to know what other fees might be involved in the transaction associated with the relinquishing of the property to the private developer. Would like to slow down the number of applications and believes that the project proponents should pay 100% of appraised value of the land.
 - Presenters stated that all vacation fees are paid to the City, and are deposited into the cumulative reserve fund. These include administrative fees of one-half the appraised value and acquisition fees. Stated that the limit is set by state law.
- Feels that the future policy should explain why the street ROW is a public benefit. Feels that the document should clarify the fact that as the street ROW is eroded, the functions of the city and the flexibility of the circulation systems are eroded as well.
- SeaTran and the Commission feel that the policy should clarify that the public is not the building tenant, but all citizens. Believes that the amenities should be open and visibly public as a service to all citizens, rather than just the tenants of the future development.
- When developing the new process for street vacations, would like to refashion the means by which the Design Commission recommendations are presented to the City Council.
 - Proponents agreed that Commission's review of the project is so separated from the City Council review of the project. Would like to improve the dialogue between the two entities.
- Hopes that vacation process does not promote an assumption among developers that once a single one-time fee is paid to SeaTran, the developer can add fifty to sixty feet to a proposed skyscraper.
- Speaking of unique objects in the ROW, recognizes that there is an important issue of liability; the adjacent property owner is often required to be responsible for liability insurance. However, as Department of Neighborhood Matching funds are used for unique objects in the ROW, the liability becomes the responsibility of the City. Once a unique object has become a permanent part of the City, it takes responsibility for the object.
 - Proponents stated that SeaTran is the prime point of contact for unique objects. Once SeaTran has issued the street use permit, it is revocable if any stipulated conditions are not met.
- Feels that the proponents of unique objects should affiliate with an established group that will be responsible for maintenance of the object.

05 Oct 2000 Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 21 SEPTEMBER 2000

ANNOUNCEMENTS

C. ORIENTATION LUNCH- OCTOBER 24TH, 12:00- 2:30
COLLEGE CLUB

DISCUSSION ITEMS

D. 5TH AND YESLER MEMO/ CUBELL

05 Oct 2000 Project: **Woodland Park Zoo: Jaguar Exhibit**
 Phase: Design Development
 Previous Review: 19 August 1999 (Conceptual), 1 July 1999
 Presenters: Jim Maxwell, Woodland Park Zoo
 John Swanson, The Portico Group
 Attendees: Dennis Poon, The Portico Group
 Fred Redmon, The Portico Group
 Linda Sullivan, Woodland Park Zoo

Time: .5 hour (SDC Ref. # 169 | DC00069)

Action: The Commission thanks the team for the interesting and compelling presentation, and approves the Design Development of the project.

- **The Commission appreciates the naturalistic approach and the use of a fallen buttress tree as an icon and entrance to the exhibit;**
- **encourages the inclusion of cultural mythology of the jaguar in the development of the interpretive display; and**
- **commends the proponents for the subtle incorporation of both the threatening and exciting environment that is associated with jaguars.**

The project manager for the Woodland Park Zoo presented an update of the Master Plan, which has changed reflecting the philosophical and educational goals of the Zoo. The team hopes to conduct an environmental impact analysis for the Zoo, due to the changes in the parking and traffic. The team will also complete a draft long range plan for the Zoo this fall. The project manager for the Zoo hopes that City Council will adopt the plan early next year. There are three new projects to be developed within the Zoo: the Jaguar Exhibit, the Hyena Exhibit, and the Historical Carousel, which was donated to the Zoo.

Jaguar Exhibit

The design of the Jaguar Exhibit provides an interpretation of the rain forest, and a sense of scale that relates to the true, natural habitat of the jaguar. The entrance to the exhibit, along the main path to the tropical rain forest, takes the visitor through a massive, “rotted” buttress tree; the tree will also serve as the thirty feet tall visual icon for the exhibit. This type of tree, commonly found in the rain forest, often rots away, and is taken over by further vegetation. This design vocabulary is found throughout the entire exhibit, creating the habitat for the animals, and framing the display area with a simulated fallen log, from which visitors will see the jaguars. To further simulate the mood of the exhibit, there will be a waterfall, and the resulting stream will flow through the exhibit, past the observation glass, and to a heated, sandy beach. The design of the exhibit promotes an immersive discovery experience, as the jaguars will also have an opportunity to climb above the visitors to reference the predator qualities of the jaguar. The safety needs of the visitors will also be recognized, as there will be painted, stainless steel woven wire mesh that will be hidden with the vegetation. There will also be holding areas and escape rooms to provide safety for the keepers, as well as a catwalk outside the enclosure, with access allowed only for the keepers, for the keepers to retain a view of the cats from above.

Key Commissioner Comments and Concerns

- Appreciates the visual orientation and icon for the exhibit and the design intent to create a natural environment.
- Would like to know if the design team, based on previous Design Commission suggestions, has incorporated any cultural interpretive material. Does not feel that space should be taken away from the animals to address these concerns, but feels that there is limited knowledge and many myths focused on the rich history of these types of animals, and the way in which other cultures experience these animals.
 - Proponents stated that the zoo has taken responsibility to develop the interpretive package for this part of the zoo. Further stated that there will be significant programmed space around a research tent. Proponents stated that the interpretive space, programmed within a tent, could potentially be interpretive street theater, with the delivery based on the biology and ecology of the exhibits. Although there will not be extensive fixed media, there could potentially be some static elements to remain in place during the winter months.
- Appreciates the approach of the design team. Feels that the design promotes a subtle sense of threat and discovery, rather than solely observation.
- Appreciates the relationship and between live and artificial trees.

05 Oct 2000 Project: **Woodland Park Zoo: Hyena or Wild Dog Exhibit**

Phase: Design Development

Previous Review: 19 August 1999 (Conceptual), 1 July 1999

Presenter: Pat Janikowski, PJA Architects

Attendees: Jim Maxwell, Woodland Park Zoo
Linda Sullivan, Woodland Park Zoo

Time: .5 hour (SDC Ref. # 169 | DC00191)

Action: The Commission appreciates the interesting and thorough presentation and approves the Design Development of the project.

- **The Commission agrees that the compelling story of the wild dogs, rather than that of the hyenas, would be an engaging addition to the Woodland Park Zoo, providing an opportunity for a unique interpretive display;**
- **would like the proponents to incorporate alternative viewing opportunities for smaller children, perhaps buffered behind the three proposed viewing platforms; and**
- **would like the proponents to develop the railing and safety retaining systems for the exhibit to create an immersed approach into the dogs' habitat.**

As explained by the Woodland Park Zoo project manager, the Hyena Exhibit may potentially become a Wild Dog Exhibit; there is a greater threat of extinction for the wild dogs, and these animals would not be as harsh on the environment. The design for the Wild Dog Exhibit, as presented through a conceptual study model, features terrain, riverbanks, shade trees, and heated dens, reflective of the images from East Africa. The walls, edges, and staff support areas of the exhibit will be screened by rock formations and vegetation. There is an existing, hexagonal view shelter that is currently directed at the Lion Exhibit that will remain and will be adapted to provide viewing for the Wild Dog Exhibit as well. There will also be three viewing overlook areas to the west of the exhibit. The design will also feature a high bank and planted mound for the dogs to rest under the shade. The design includes the removal of the existing waterfall. There is an existing building, at the rear of the exhibit, which is thirteen feet tall, and will be masked through an interpretation of terraced land forms. The protective barriers between the dogs and the viewers will include railings for the pedestrians, and a deep riverbed and wall to keep the dogs within the exhibit.

Key Commissioner Comments and Concerns

- Would like the design team to explain the experience of the viewer. Feels that the exhibit should reflect the climate and environment of an East African savanna.
 - Proponents stated that in addition to the existing glass, enclosed viewing station from the main path, there will be three separate viewing areas; the closest proximity to the exhibit would be fifteen feet. Further stated that the viewers would be concealed from the other viewing platforms, and separated into smaller viewing groups.
- Recognizing that the wild dogs are drastically different from the dogs in captivity, feels that the

exhibit should explain the natural story and history of wild dogs, and hopes that the exhibit remains open, rather than creating an enclosure.

- Would like to know if any components of the exhibit design will encourage a vocal experience for the viewing of the wild dogs.
 - Proponents stated that there will not be any vocalization enhancing features, but the viewers will be in close proximity to the dogs, and will be able to hear anything.
- Feels that the edges of the exhibit should be blurred, to encourage the visitors' sensation of being within the dog's domain. Believes that the den and the edge should be brought closer to the viewer.

05 Oct 2000 Project: **Woodland Park Zoo: Historic Carousel**

Phase: Schematic

Presenters: Eric Anderson, Makers

Attendees: Jim Maxwell, Woodland Park Zoo
Linda Sullivan, Woodland Park Zoo

Time: .5 hour (SDC Ref. # 169 | DC00192)

Action: The Commission appreciates the presentation and makes the following recommendations:

- **The Commission encourages the proponents to soften the edges between the new structure and surrounding landscape, to provide an opportunity for movement and interaction from within the party rooms;**
- **urges the proponents pull the structure from the adjacent hill, developing the carousel as a stand-alone building;**
- **recognizes that the building is designed as a single enclosure; and**
- **supports the proponents' dark and unobtrusive color choices for the design.**

The Woodland Park Zoo hopes to raise money to fund the housing for a historic carousel, which was donated to the zoo. The Historic Carousel will be located in the north meadow of the Woodland Park Zoo, near the activity center, and adjacent to an earth mound. Although the construction time frame is uncertain, the proponents are researching Design/ Build companies that construct this type of structure. This structure would also house two gathering, party spaces, appropriate for rental. The access to these spaces would be from the Northeast, and would have doors to the carousel inside. This minimal, gazebo-type structure would be partially pre-fabricated and set upon a flat concrete slab floor. The infill between the slender columns would be operable, glass paneled doors. The carousel, hung from an oak mast, one foot away from the concrete slab, balanced by weights, would also contain ADA accessible spaces. The materials would complement other concrete, wood and metal structures of the nearby site, and will be powder coat painted either black, navy blue, or a dark color. The roof shingle composition will complement the existing gray roof color scheme of the zoo.

Key Commissioner Comments and Concerns

- Recognizing the difficult siting decisions the design team has made, is concerned that the sounds of the carousel could be disturbing to the animals.
 - Proponents stated that the original band organ will not be activated or installed. The program criteria stated that there can be no auditory impact to the outside, and this criteria is based on the operating principles of the zoo.
- Realizes that the proponents favor the pre-fabricated structure, due to budget concerns, but does not feel that the structure is appropriate for the site. Is concerned that the structure would hide the crown of the carousel. Feels that the pre-fabricated design does not offer any opportunities for the parties to spill out from the structure.

- Proponents stated that a custom built structure would not be extensively dissimilar from the selected pre-fabricated structure. Further stated that the height of the structure is dictated by building code, the pitched roof is preferable, and the slope of the pitch is determined by the prefabricated design. Further stated that when viewed from 100 feet away, the crown of the carousel would be visible.
- Agrees with the previous Commissioner comments, but also feels that pre-fabrication is appropriate. Appreciates the dark colors, glass, and planted trellis that will allow the structure to disappear, and the carousel will become visible.
 - Proponents stated that the underside of the roof would be painted a dark color as well.
- Feels that the proponents should pull the building away from the earth mound to allow the party rooms to open up onto the landscape.
 - Proponents stated that the project was built into landscape to hide the structure.
- Does not believe that this is a type of structure that could be built into the landscape; the building is an object. Feels that the edges around the structure should be softened, and the rental party room should be expanded and introduced to the landscape.
 - Proponents stated that the program hopes to enclose the party spaces to provide some security.

05 Oct 2000 Project: **Aurora at Galer Pedestrian Overpass**

Phase: Briefing

Previous Reviews: 7 September 2000 (Briefing)

Presenter: Bruce Nebbitt, Washington State Department of Transportation (WSDOT)

Attendees: Caroline Bricheux, Washington State Department of Transportation (WSDOT)

Donald John Coney, Uptown Alliance, Queen Anne Community Council

John Eskelin, Department of Neighborhoods (DON)

Stuart Goldsmith, SEATRAN

Ethan Melone, Strategic Planning Office (SPO)

Ed Pottharst, Department of Neighborhoods (DON)

Ruri Yampolsky, Seattle Arts Commission (SAC)

Time: 1 hour (SDC Ref. # 170 | DC00180)

Action: The Commission appreciates the presentation and makes the following comments and recommendations:

- **The Commission appreciates WSDOT's effort in working beyond a purely functional design for the bridge and responding to previous recommendations;**
- **feels that the latest concepts for the bridge's throw barrier design are too contrived and should be simplified, developed from the functional requirements, removing overly decorative elements and instead exploring alternative mesh or fence materials; and**
- **urges the team to incorporate lighting in the bridge span to reinforce the vertical elements and create a rhythmic, scaling pattern.**

The team presented the current design for the Aurora at Galer Pedestrian Overpass, which has been changed to reflect previous Design Commission concerns. The team has investigated examples of pedestrian bridges, and would like to construct a bridge that provides a stronger visual element for pedestrians passing through it, and motorists below, with an alternative to the traditional, flat-topped throw barrier and bridge. The main structure of the bridge, which is made of concrete, is the same throughout the many proposed designs. The different designs reflect changes solely to the throw barrier. There are two arch designs, the "extended arch" and the "interrupted arch," which both contain a mesh screen and a throw barrier, enhanced by a series of geometric patterns. The third, a "tic-tac-toe" design, incorporates a vinyl-coated chain link fence with X and O supports and patterns in the tube steel, but the upper profile of the throw barrier is straight.

Key Visitor Comments and Concerns

- A representative from the Queen Anne Community Council stated that the pedestrian bridge is an integral element of the circulation plan for the Queen Anne neighborhood plan. Further stated that the pedestrian bridge is supported by the residential neighborhoods on either side of the bridge.

Key Commissioner Comments and Concerns

- Would like to know the size of the steel members on either side of the bridge, supporting the throw barrier.
 - Proponents stated that the members are three inch tube steel, and that this size was chosen because the proponents do not want to create a heavy dead load for the bridge. Further stated that this small size would not disturb the view of the skyline beyond.
- Would like to know if the proponents investigated the bridges that were presented as examples by the Commissioners at the previous meeting.
 - Proponents stated that they did investigate the examples, but many of the examples were different types of bridges. Further stated that the team did try create ornament, as seen in the example from Arizona, and stated that the steel members had been broken up to create horizontal, vertical, and diagonal elements.
- Would like to know if the team had considered the Fisher Bridge as an appropriate example, and this new bridge could possibly become part of a similar family that marks a continuous path.
 - Proponents stated that the Fisher Bridge is a different type of structure, a steel cable structure, which costs more. Further stated that the team wanted to develop the previous bridge design. The concrete structure is supporting the 100 foot span, and the arch is simply holding up the throw barrier screen.
- Feels that the design should be simplified. If the structure of the bridge is a concrete box, believes that the design should reflect this simplicity. Does not believe that the decorative horizontal and vertical steel shapes are appropriate for the design.
- Feels that the bridge remains an entry to downtown. Would like the Queen Anne neighborhood to recognize this. Is not convinced that this bridge design creates an appropriate gateway. Is also concerned that the maintenance concerns are constraining the design.
 - A representative from the Queen Anne Community Council stated that the bridge should not be too distracting.
- Would like the community and proponents to recognize that the Design Commission is not trying to hinder the process, and does support the construction of a pedestrian bridge. Believes that the gable and arches are both inappropriate design solutions because the designs do not represent any components of the bridge's structure. Would like the team to explore a straightforward option, investigating different types of mesh or fences.
- Would like to know about the different options for the construction of throw barriers.
 - Proponents stated that the throw barrier must be durable and protect against vandalism. Further stated that the structure must provide resistance against wind loads. Maintenance and safety are the other primary concerns. Further stated that this is not a typical WSDOT design, and the proponents have been involved with the community throughout the design. The team does not want to get behind schedule and lose funding for the project.
- Would like to know if there are any requirements for pedestrian lighting.
 - Proponents stated that there are lights on the bollards, and the team has discussed

installing lighting on posts along the length of the bridge.

- Suggests that the team reduce the bridge to the essential elements. Feels that the simple design should include simple railings and lighting, rather than decorative details, as seen in the “tic-tac-toe” design.
- Believes that the arch design suggests that the bridge is trying to simulate a structure that is not present. Agrees with the constructive criticism, and also believes that the bridge design should be reduced to simple elements, including a repetition of lighting elements that could provide safety, and a very simple throw barrier.

05 Oct 2000 Project: **Regrade Park**

Phase: Concept Design

Presenter: Barbara Oakrock, GGLO

Toby Ressler, Department of Parks and Recreation (DOPAR)

Attendees: John Eskelin, Department of Neighborhoods (DON)

Kurt Kiefer, Seattle Arts Commission (SAC)

Ruri Yampolsky, SAC

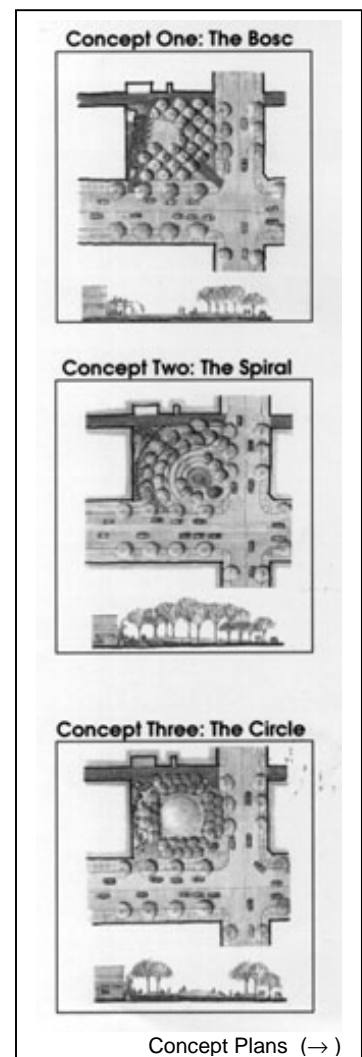
Time: 1 hour (SDC Ref. # 220 | DC00190)

Action: The Commission appreciates the presentation and makes the following comments and recommendations:

- **The Commission appreciates the early development of Design Principles;**
- **commends the proponents for the early public process and interaction with the neighborhood, believing that this work will promote a successful project;**
- **approves the design team's typological approach and urges the team to avoid making design decisions based on current perceived frustrations with the site;**
- **encourages the design team to expand the ground plane of the park beyond its street boundaries;**
- **urges the design team to narrow the focus and program of each concept scheme to clarify the design direction; and**
- **hopes that the proponents will engage the direction of the Seattle Arts Commission to determine the future of the public sculpture, Gyro Jack, and urges the design team to develop a scheme that retains the art.**

Regrade Park, located in Belltown, has been redeveloped and redesigned several times in the recent past, to encourage safe neighborhood use. The design team for the future redesign of the park met with the community many times throughout the concept design process. Initially, the team presented the community with slides of examples of parks, to develop design criteria and principles, based on the successful and typological characteristics of the examples the community appreciated. The community stressed the importance of a passive, green oasis within the neighborhood, but also required open views, without fences, to reduce the number of hiding spaces. The community also would like to develop and plant the south wall as a green wall, and would like areas to play, rather than a play area developed with play equipment.

The design team, after recognizing these concerns and interests, developed three concept designs for Regrade Park, which they presented to the community to promote input. The first, The Bosc, would retain the basketball court and contain a small bosque of trees, extending from the corner. The second concept incorporates a spiral, sunken into the landscape, which relates to the geometry and design vocabulary of the existing sculpture, Gyro Jack. The third concept design is passive, and incorporates a green space at the center, encircled by trees, with a public edge at the sidewalk. After



distributing questionnaires to the community at the design presentation, the design team explained that the community preferred the spiral design, but hopes that the design can be revised to incorporate the existing basketball courts. There is not consensus of the community towards the future of the existing sculpture, Gyro Jack.

Key Commissioner Comments and Concerns

- To address the criminal activity that plagues the park, believes that the adjacent uses should be developed to create activity that could spill into the park.
 - Proponents stated that previously there was seating for the deli, at the south end of the park, which was removed, due to the population that actually used the seating. Further agreed that it would be beneficial to the park if Mama's Burrito Kitchen, an adjacent restaurant, expanded to take advantage of the alley.
- Believes that a kiosk, or a space to program neighborhood activities, should be included in the design principles.
 - Proponents stated that the scope of the project needs to be further defined by the Department of Parks and Recreation, and Department of Neighborhoods to determine an effective solution.
- Feels that, to further connect the park to the neighborhood, the park should be expanded to include the alley, and would like to know why the community is opposed to this.
 - Proponents stated that the community believes that scenarios would exacerbate the existing criminal and drug activity.
- Believes that the fence, that will be placed around the site, during construction, will deter the crime, and force the undesired activity elsewhere.
- A representative from the Seattle Arts Commission believes that the existing public art, the Gyro Jack, should remain. Recognizing that the project would have to be destroyed to be removed, feels that its removal would not represent the City's opinion of public artists and their work. States that the artist would accept the removal of the work, but would not support the integration of a water feature with the sculpture.
- Prefers the third concept scheme, the circle, and believes that lighting would support the success of this scheme. Does not support the removal of the sculpture.
- Appreciates the simplicity and scale of the third scheme, the circle, creating a green space within a green perimeter.
- Supports the second scheme, the spiral, and believes that this scheme would be successful without the water feature. Urges the design team to avoid basing the design solution on the neighborhood frustration with the drug culture.
- To determine a possible design solution, would like the discussion to focus on the combination of the successful design principles, rather than the specifics of each design.
- Feels that the neighborhood and City should understand that all of community's desired uses would probably not be able to fit within this small park. Feels that the design team should narrow the focus

of the scope of the park, and its program.

- Believes that a basketball court and a passive seating area are incompatible. Agrees that the neighborhood needs activity in this area, but not at this site.
- Would like to know if the design team has consulted with Metro about the existing bus stop at the site.
 - Proponents stated that the bus shelter may be removed, but the stop must remain.
- Recognizing that Westlake Park extends beyond its boundaries of the corner, claiming more territory. Would like to know if the design team has considered extending components or material of the park across either of the streets.
- Hopes that there would be a dialogue between the Department of Parks and Recreation and the adjacent car garage, in the event that the use of the building changes, and the new adjacent use could create a permeable edge to the park.
- Believes that Belltown is a modern, funky, playful neighborhood, and feels that Regrade park should reflect that attitude.
- Believes that the spiral design is successful because it is of the same design vocabulary as the sculpture, and appreciates the tranquility of the circle.
 - Proponents stated that the design team is concerned about the vitality of the circular form.
- Believes that Regrade Park should provide serenity for the neighborhood.
 - Proponents stated that the neighborhood supports serenity, but would like to keep the open and defensible.